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# Farmington Times

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and Quit Guessing

VOL. 49 FARMINGTON, ST. FRANCOIS COUNTY, MISSOURI, FRIDAY, AUGUST 11, 1922. No. 32

## Farm Bureau Notes 34 Killed, 138 Injured in Terrible Railroad Accident

Farm Bureau Meeting Tonight, Aug. 11—Come Early and Get Free Eggs.

There will be a Farm Bureau meeting tonight, in the Cape Girardeau building. The meeting will start at 8 p. m. as an incentive to get the people to the meeting on time, refreshments will be given free to the first 50 Farm Bureau members registering at the north door of the west building.

The big feature of the meeting is the talk by O. E. Wolcott of the American Farm Bureau Federation. Mr. Wolcott has been working in Jefferson county the past week and has been prevailed upon to come to Farmington for this night meeting. Mr. Wolcott has the reputation of being a big man in Farm Bureau work. Every body interested is invited.

Last Call for Exhibit Material, State Fair.

Only a few days remain for the assembling and preparation of the material for the Farm Bureau exhibit at the State Fair. The fair starts August 19th and the material must be shipped Wednesday, the 16th. The time is so short and so little response has been made at the present time that it will be an enormous task to get enough material to make a creditable showing. It should be remembered that this is not the work of two or three individuals but of every farmer, especially Farm Bureau folks, should feel responsible in having the county well represented.

At present two samples of oats in the sheaf and one sample of clover have been brought to the Farm Bureau office. Even after the material is assembled, the preparation for exhibition is a task greater than anyone would expect unless he has had the experience in this work.

Some persons in thinking that others have so much better material are reluctant to bring their material for display. Yes, perhaps some of these same persons will, upon having the collection situated at home. Those persons thinking that they are the only ones to bring their material in, let them know that it is not the work of two or three individuals but of every farmer, especially Farm Bureau folks, should feel responsible in having the county well represented.

Specialists in County Work. Mr. Bain, soil treading and drainage specialist from the University of Missouri, spent two days in the county last week. A field of about twenty-five acres belonging to C. B. Denman near Libertyville, was examined and the lines run for terrace dams. Mr. Cashion did some terracing, over a year ago. That he has found this a successful way to prevent loss by erosion is apparent from his preparation to work on another field. C. B. Denman's farm was visited and plans made for terracing a field that is losing some soil by washing. Mr. Denman plans on doing this work as soon as possible. Ed Klein has been planning for some time to do some tile draining. Mr. Bain was consulted on the advisability of doing this work at the present price of tile. It is Mr. Klein's intention to do this work in the near future.

As quite a number of terracing demonstrations have been put on throughout the county by the Farm Bureau, a number of these fields were visited to check up the work. The fields of the following were inspected: Chas. Hopkins, between Farmington and Flat River; C. L. Garrett, north of Bismarck; Ed Powers; and Otto West, southeast of Bismarck. These dams have rendered good service in preventing washing. This greatest hindrance to the perfect success of these dams comes from the operation of farmers who complete the dams in two cases, water has broken through due entirely to the fact that the dams across a ditch had not been built up to sufficient height and width to prevent the water from rushing over. Where the dams were properly finished there was no appreciable washing.

### SUCCESSFUL PICNIC ASSURED

Increasing interest is being shown in the county-wide picnic the St. Francois County Farm Bureau will hold at the John D. Rion place, Friday, September 1st. Babies, youths, maidens, men and women in the prime of life and age, all will be taken care of. The Farm Bureau has realized that farm folks have a right to their nature. An opportunity to talk over old times, and new methods of farming and house-keeping is afforded residents from all parts of the county. People who have not seen their friends for a long time will have a good opportunity for a visit. Remember, Friday, September 1st, is the day and make your arrangements to be there.

### A CHERFUL LOSER

Although declared a loser in the election to secure the nomination for Congress of St. Francois township, the undersigned desired through The Times, to thank his many Democratic friends who loyally supported him in the recent primary election, and to assure them that he appreciates fully the worth of such friendship and assistance.

In this connection, I also desire to extend the "good-bye" to my successful opponent and to assure him that I wish him success in November. There are no sore spots on me, and I invite all Democrats of St. Francois township to rally to the support of Mr. Bruett, to the end that his election may be a certainty.

Very sincerely,  
W. A. BLACK.

One of the most fatal and distressing railroad accidents that ever took place in the West occurred at Sulphur Springs, on the Iron Mountain Division of the Missouri Pacific system last Saturday night shortly after 7 o'clock, killing 34 and injuring 138, about 25 of the latter critically.

St. Francois County Victims  
Killed: Miss Irene Heiss of Desloge, injured; Mrs. John Moore and R. C. Martin, slightly injured.

Mrs. Mary Agnew of Flat River, minor bruises.

Charles Anderson of Bonne Terre, hip injured.

Mrs. S. C. Bryan, severe shock, Mary Bryan, minor bruises, and Bobby Bryan, 9 months old, minor bruises, all of Desloge.

James L. Duncan of Leadwood, general bruises.

Peter Devine of Bismarck, slightly injured.

Among the passengers from this county who were on the train and escaped injury were Alfred Devine, 18 years old, of Bismarck; Maggie Gordon of Bismarck; C. E. LaHay of Bonne Terre and F. M. Wells of Desloge.

Others from Southeast Towns Killed.

Mrs. Amanda Wilkinson and son, George D. Wilkinson, aged 25, of Belgrade.

Mrs. Catherine Hatchford of Horne, Randolph Eichenbarger of Hopewell, Alice Cooper of Festus.

George Dewey and Eugene Harris of Belgrade.

Miss Irene Moon of Festus.

Rev. W. O. Penley of Desloge.

Miss Essie Potter of Herculaneum.

Wm. Goff of Cadet.

Missing: Mrs. A. W. Govett of Piedmont and Beniah Goff, 18 years old, of Cadet.

The accident occurred as the engine of the local train, composed of wooden coaches of the Belmont train, which were coupled on to an interlocking train from Cape Girardeau, Arkansas, and of coaches of the St. Louis and St. Louis, running at full speed, changed into it, telescoping four of the passenger coaches, crushing the passengers as they sat in their seats and hurling two of the coaches in splinters 60 feet below the trestle.

The killed and injured passengers were buried under the wreckage and were extricated with great difficulty, increased by the fact that the wreck was on the trestle with some of the coaches suspended and hanging over, and the darkness that fell upon the ghastly scene soon after the accident occurred. The crash was heard for a radius of three miles and news of the catastrophe spread rapidly. Within two hours a crowd estimated at from 2,000 to 3,000 had gathered, and all night long the rescue work went on.

Cause of the Wreck.

At Riverside Matt Glenn, engineer of the last train received orders "on the run" and according to John Canron, assistant general manager of the road, he was apparently reading the orders and failed to see and heed the "black" signal when he passed the block, which warned of the danger ahead, as the orders were found clutched in his hands. Glenn, an engineer for thirty-seven years without a black mark against his record, jumped from the cabin just before the crash and was killed. Edward Tinsley, his fireman, remained at his post and was seriously injured.

Description of Crash.

The following graphic description of the crash we clip from the Globe-Democrat's account:

A picture of the accident can be reconstructed from the accounts of the survivors.

A blast from the whistle of the speeding limited, rushing on beyond the curve of the track around the cliffs, caused a few of those who had alighted from the local to look back anxiously. They had been watching the high columns of the setting sun glimmer over the trestle, kept by a short distance away.

Catapulting around the curve came the limited train, the note of the giant engine and the whistles swinging behind it. A man rushed down the track by the halted local, his distorted features and amazed eyes telling the story of his apprehension. Then there came a screech of tortured brakes above the roar of the oncoming train, cries, and almost immediately a crash, the over-riding of which seemed to shake the peaceful hills overlooking the river and the winding track.

The train coach was hurled down the fifty-foot embankment on the far side of the creek. The next two cars, standing on the trestle across Glaise creek and on the embankment were crushed and splintered. The fourth was tumbled down the incline north of the creek. The cars were knocked aside as though they were mere toys.

Where the day coaches of the local had stood, the proud steel cars of the limited flyer. The locomotive had plowed its way through more than half the length of the halted train, and came to rest across to trestle, steel girders bent around it, the forward end and splintered into a space of about ten feet before it, against a coach which seemingly was uninjured.

From the cars, which had rolled down the embankment no sounds came at first. Then as an obligate to the roar of escaping steam, came shouts, agonized cries and tortured moans.

From the windows of the overturned cars crawled the survivors. Their faces bore puzzled expressions which at another time would have been ludicrous. They were dazed and knew not what had happened.

Those who crawled alone from the cars, realizing that they had left their friends or relatives behind, turned to explore the wreckage. After the first dazed moment realization came, and the survivors, the passengers from the limited train and the people from the local town, attracted by the noise, rushed to lend aid.

Cries of the wounded attracted the rescuers. Bodies were taken out as they were found. It could not be told whether they were dead or unconscious from their wounds.

Night descended to make the task more difficult. The dead were laid in rows on the ground near the station, on the porch of a nearby store and in empty baggage cars. Dr. W. W. Hall of Sulphur Springs was the first physician to arrive. Soon after the crash he was administering to the wounded and, single-handed, he treated twenty-five before the arrival of the wreck train of a corps of doctors from Desloge, Mo.

The Morning Stillness.

Daylight revealed no human traces of the catastrophe that had fallen like an avalanche upon Glaise Creek during the night. The dead and injured had been removed, their moans and shrieks which a few hours before rent the peaceful night air along the wooded banks of the Mississippi, had died away. A ghastly silence hovered over the scene of desolation, broken only by the muffled grind of the wrecking crane and the subdued murmur of the crane at work.

Irene Heiss, Desloge Victim.

After a joyful goodbye to laughing friends at Desloge, the death of Miss Irene Heiss, aged 18, stands out as one of the most tragic of the disaster.

Among the bodies of individual tragedy of the Sulphur Springs drama of death, says the Globe-Democrat:

Mrs. Heiss had been visiting her parents at Desloge and had boarded the limited train to return to St. Louis. At the little station she was the center of a laughing, chatting group of girls, childhood playmates, who were there to bid her farewell. When the train entered the station Miss Heiss gaily stepped aboard and airily waved good-bye to her friends, little realizing that she was bidding them good-bye forever.

The young women were to attend a party in St. Louis Saturday night and her escort had arranged to meet her at the Union Station. When the escort, Thomas Wiggins, 1813 Shields street, met the belated train at the Union Station, instead of the light-hearted, charming girl, he found a charred corpse.

A sister, Grace Heiss, 18, a high school girl, who resides at the Oregon avenue address, is in a critical condition as a result of the shock occasioned by her sister's tragic death. A young man who resides at Desloge, and whose mother was one of the victims of the wreck, told of meeting with Miss Heiss and talking with her a short time before the collision. The young man was not injured.

As "Mary Lee" at the department store of B. Nugent & Bros., Miss Heiss' duties were to take care of the out-of-town customers of the store.

### A CLOSE CALL

Wednesday afternoon J. W. Ingram was demonstrating his Chevrolet car for a prospective buyer. There were four in the car, and on a road northeast of town the prospect asked permission to drive, which Mr. Ingram with some misgivings permitted him to do. Meeting a wagon the prospect started to turn out to give half of the road but did not veer to the left soon enough to avoid the ditch on the side of the road. Mr. Ingram who was on the watch jumped out of the car and caught it on his arm just as it careened and kept it from going entirely over, holding and bracing it for a number of feet until it was stopped. How he managed to do it, he says, he doesn't know and doesn't think he could perform that stunt again since he has no inclination to try it again. Fortunately no one was hurt and the car was not damaged. It was a narrow escape, however, from some of them being injured. They succeeded in pulling the car out of the ditch and returned to town, but no safe was made, the prospect probably being so frightened that he concluded to give up the luxury of owning a car of his own.

### DEATH OF PROMINENT PHYSICIAN

Dr. W. C. Reese died at his home in Elvins on July 28th, after a few days illness, aged 66 years. Dr. Reese was born in Pennsylvania in 1856. He came to Elvins in 1896 after graduating in medicine in 1898 and began the practice of medicine in which he was very successful. He married Miss Lavinia Farmer of West Plains, who survives him and has the sympathy of a host of friends. He will be missed in the community.

## School Opens September 5th

The Board of Education of Farmington met last night and set Tuesday, September 5th, for the opening of the public schools. Reports that school would begin earlier were unauthorized.

### FARM BUREAU DECENNIAL

St. Francois County Well Represented at Cape Girardeau Celebration.

The Farm Bureau movement has grown during the past ten years. Work started in Missouri ten years ago in a few counties. It has spread to more than sixty counties at present. In honor of the tenth birthday, a celebration was held in Cape Girardeau yesterday, August 10th. A few of the many achievements of the County Farm Bureau over the State were depicted in the parade of floats.

The St. Francois County Farm Bureau was well represented by three floats; one showing the growth of the Hereford Breeders' Association; another likewise showing that of the Jersey Breeders' Association; and a third showing the work along health lines done by the women of the Farm Bureau. Also, the St. Francois county Farm Bureau staged a big surprise in the program. It depicted agriculture as a sick man who, after being administered much medicine without avail, was finally cured by the Farm Bureau.

Other events on the program included County Agent and Home Demonstration Agent Conference, conference of women, big dinner, and a splendid spending program.

Many of the prominent farmers of the county and especially those interested in Farm Bureau work, attended the big celebration.

### NARCISSUS EVANS DOUTHIT

Mrs. Narcissus Evans Douthit, the last of a family of twelve children born to the late David and Catherine Evans, pioneers of the Murphy on Farmington settlement, passed to her reward on Thursday, August 3, 1922, at her home in Farmington, aged 79 years, 1 month and 16 days. She was a native of the State of Kentucky, of which she had been a life-long resident, and was a member of the Baptist church, of which she had been a member for many years. She was a woman of most lovable character, one who was gentle and affectionate nature, and who was the love, friendship and esteem of all who came within the sphere of her influence. She was not a woman who took an active part in public or social affairs, but her influence for good radiated from a quiet, unassuming and home-loving spirit that bore the fruits of love and right living; and now, after nearly four score years of well-spent earthly life, she passes on to that higher, brighter and purer life reserved for the faithful. But she will be missed, oh, sorrowfully, by those who loved her.

### ALEXANDER BELL, THE PHONE INVENTOR, DIES

Sydney, N. S., Aug. 2.—Dr. Alexander Graham Bell, inventor of the telephone, died at 2 o'clock this morning at Beinn Breagh, his estate near Baddeck.

Although the inventor had been in failing health for several months, he had not been confined to bed and his end was unexpected. Yesterday his condition became serious.

With Bell when he died were: Mrs. Bell, a daughter, Mrs. Martin Hubbard Fairchild, and her husband, David G. Fairchild of Washington.

The inventor leaves another daughter, Mrs. Elsie M. Grosvenor, wife of a Washington magazine editor.

Dr. Bell was buried at the top of Mount Beinn Breagh, a place chosen by himself.

Alexander Graham Bell had been experimenting with his invention of a dead man's ear less than a year ago as a result in a means of communication for millions of long distances of the world. The possibility of talking over a wire, ridiculed then as a dream by almost everybody, is now a reality, commonplace and everywhere.

The Bell basic patent, known in the records at Washington as No. 174,465, has been called the most important electric patent ever issued in the world's history of invention. There are today over 13,000,000 telephone instruments through which billions of telephone conversations are carried on each year.

Jack Campbell, son of James Campbell, and the nephew of James Otis Ramsey this week.

## State Road Construction May Be Delayed by Injunction

The State Highway Commission having approved the report of its engineers marking but the routes for the primary or principal main highways to be constructed, in pursuance of the purpose contemplated by the \$60,000,000 bonded indebtedness voted by the people at the last general election, it was thought that work could be started on this system at once. The routes marked out meet with general approval, but as in all large public enterprises obstructions are sure to pop up here and there. The plan to begin work on the roads may be delayed, as news comes from Jefferson City that there is legal trouble ahead of the State Highway Commission before its program is in order for the issuance of \$5,000,000 of state bonds with which to begin work on the system of primary roads.

Injunction proceedings, it is said, were to be started this week in the Circuit Court of Cole county by State Senator Wm. C. Irwin of Jefferson City to prevent the State Fund Commissioners from authorizing the issuance and sale of the bonds. It is contended by those in this movement that the Commissioners violated a provision of the State law in locating these highways, which provides that they shall connect centers of population, in the State and thus reach the greatest number of people. Jefferson City people are displeased because to engineers in selecting the route from St. Louis to Kansas City chose the old trail north of the Missouri river, through Calaway county, instead of south of the river through the capital city.

Little or no objection has been raised to the other routes, and that known as "primary road No. 4," from Hannibal to St. Louis and from that city on to Caruthersville, is believed generally satisfactory to this section, and especially so to the people of St. Francois county, as it will traverse about 40 miles of this county, passing through Bonne Terre, Desloge, Flat River, Farmington and Libertyville and on to Fredericktown, Patton, Sedgewickville, Jackson, Charlevoix, Oriskany and Caruthersville.

The following brief, compiled by B. Snider and Harry DeHann, and presented to the State Highway Commission, shows the importance of the selection of route No. 4, especially of valuable information about St. Francois county that it is well to know away and keep in mind.

St. Francois County.

The people of St. Francois county feel honored that your engineers, after a personal investigation of all the facts, have recommended that what they term Primary Road No. 4 pass through the center of the county. We also feel that the county has all the requirements as set out by the law authorizing the establishment of the primary roads, and submit a few of the reasons why we think the engineers' report to your honorable body should be approved.

Population.

St. Francois, according to the 1920 census, had a population of 31,403. Only one other county in Southeast Missouri has a larger population. The report of the engineers gives only two centers of population in St. Francois county above 2500, which is the minimum listed. These are Bonne Terre with 4815 and Farmington with 2685.

Other large towns in the proposed road in St. Francois county are not listed because they are incorporated. They are Desloge with 1000, Flat River with 1000 and Cape Girardeau with 4000.

While these figures are not as large as those of the eight municipal townships of the county, the population of which is 27,290 or almost 90 per cent of the total population of the county. More than 22,000 of the 31,403 people in St. Francois county live within one mile of the proposed road through the county. This is further evidence of the importance of the road.

St. Francois county is one of the poorest in the state, and the number of purebred Hereford cattle and is also one of the poorest in the Southeast Missouri section.

Cost of Road Construction.

A very important item, next to serving the general public in the location of the primary roads should be the cost of construction. St. Francois county has by most abundance and easily accessible the very best kind of road building material—granite and iron chert. The topography is undulating, the engineers having located the road on a route where there are few heavy grades. The route does not follow the course of any stream and most of the time free from being submerged by high water.

Normal Teacher to Go to Flat River.

M. P. Smith, supervisor of the training school at the State Teachers College at Cape Girardeau, has resigned to accept a position as superintendent of the Flat River schools for the coming year. Mr. Smith will supervise the construction of a building for the junior college at Flat River, which will be the finest in Southeast Missouri.

Marriage Licenses.

St. Francois County, Missouri.

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